



**Blackrock Park to Trimleston Avenue  
Sustainable Transport Improvements  
Post Public Consultation Report  
May 2022**

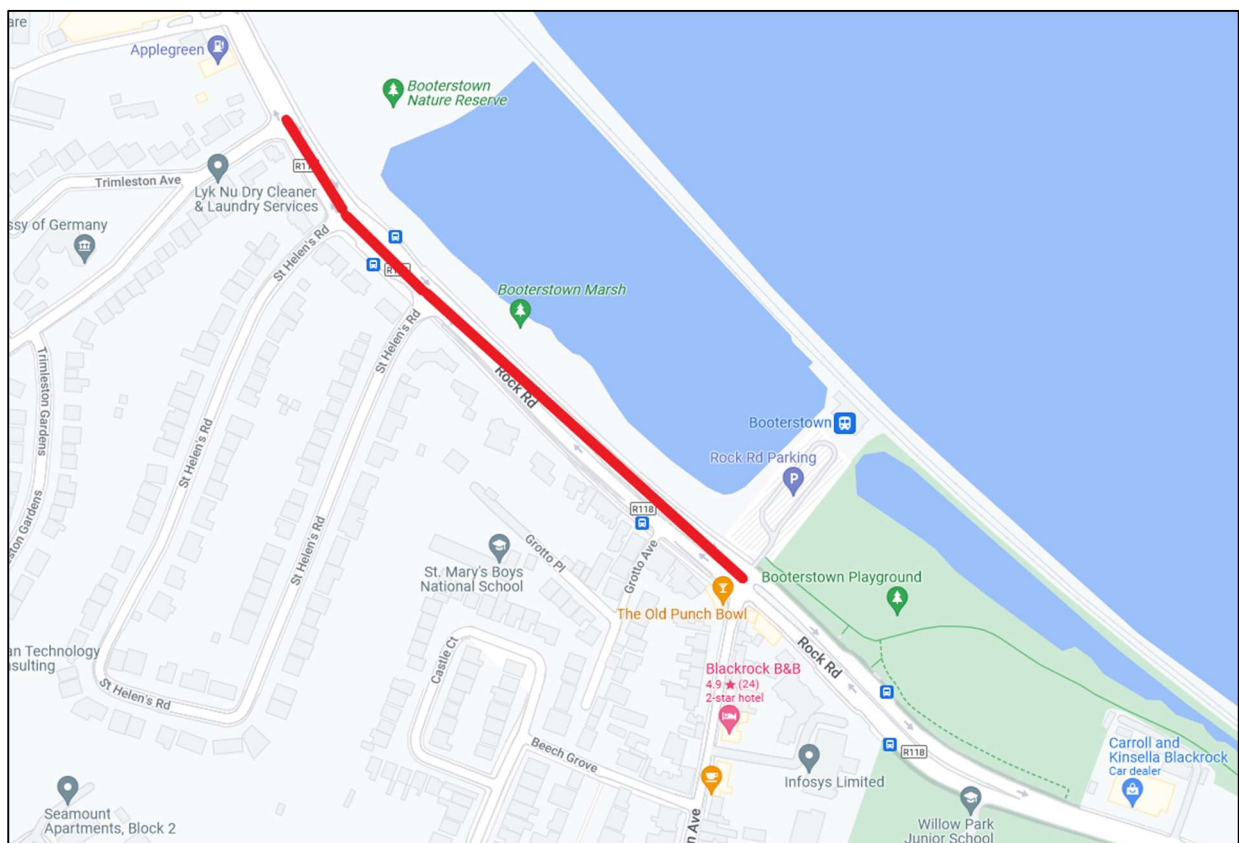
## Background:

Dún Laoghaire-Rathdown County Council, in conjunction with the National Transport Authority, is proposing sustainable transport improvements on the Rock Road between Blackrock Park and Trimleston Avenue.

The Active Travel Section proposes to undertake a Non-Statutory Public Consultation for the above Scheme and welcomes all submissions and observations on the scheme as proposed. The scheme is being prepared in accordance with Section 38 of the Road Traffic Act 1994.

## Scheme Details:

The proposed scheme builds on the recently completed works at the entrance to Blackrock Park opposite Booterstown Avenue and continues north to the Trimleston Avenue junction.



## The scheme proposes to:

- Introduce a two-way cycle facility on the north side of the Rock Road from the entrance to Blackrock Park to the Trimleston Avenue junction
- Provide bus priority for outbound bus services at the Booterstown Avenue junction

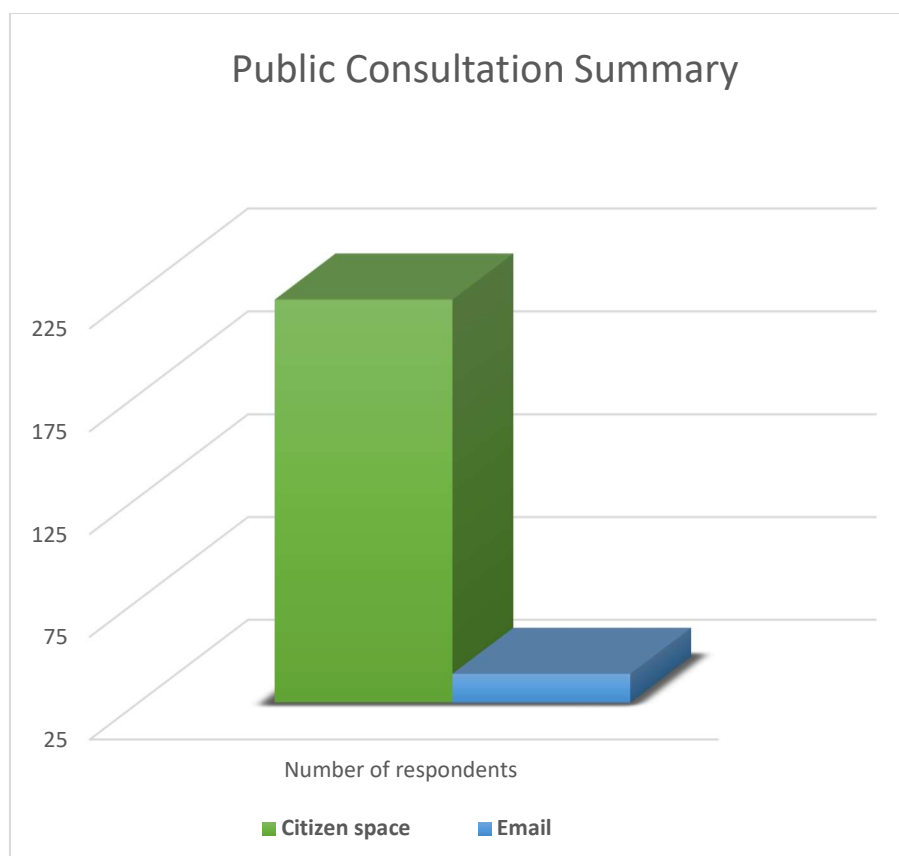
- Alter traffic islands at the various junctions to improve road alignment and facilitate the introduction of the two-way cycle facility on the seaside
- Create an island style bus stop at bus stop 426
- Introduce a new pedestrian crossing at the Trimleston Avenue junction (northern arm of the junction)
- Provide bus priority measures at the Trimleston Avenue junction

The proposed scheme aligns with the proposed Bus Connects project. If the Bus Connects project is successful in gaining statutory approval only minor junction changes would be required in addition to this project.

The scheme has been designed to facilitate an extension into the Dublin City Council area. If they choose to continue this scheme to Merrion Gate and beyond, only lining changes would be required in the DLR area to create a tie in.

### Non-statutory public consultation:

Following a presentation at the April HEPI Area Committee meeting a period of non-statutory public consultation was carried out from Wednesday 6<sup>th</sup> April for a period of 4 weeks. At the closing date for the consultation, we received a total of 260 submissions (221 via citizens space, 39 via email). It should be noted that 5 duplicate submissions were identified and there are 255 unique submissions received.



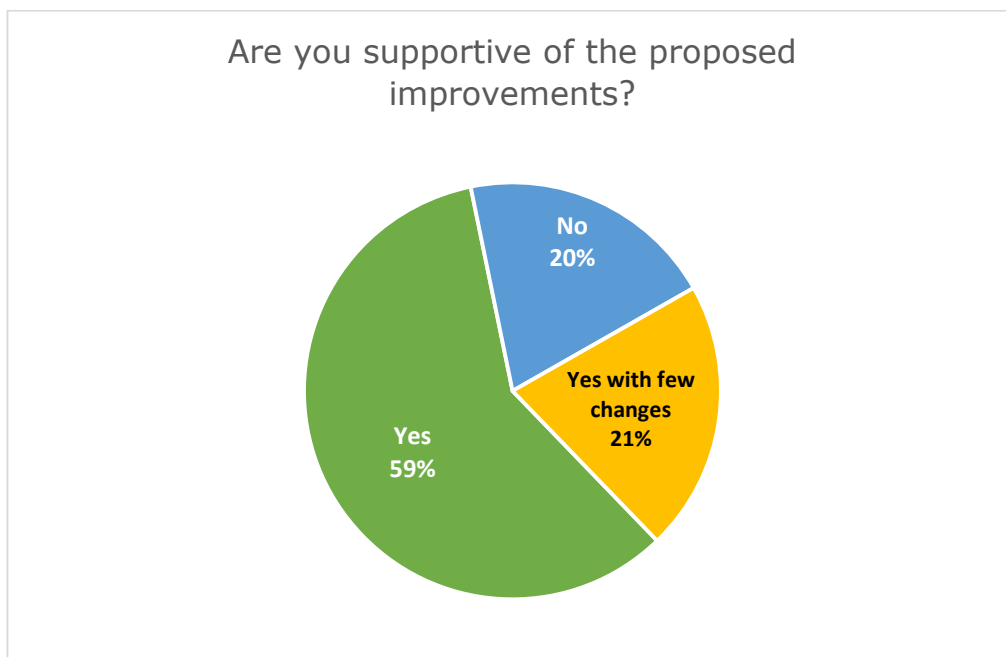
## Summary of feedback from online survey and emails:

DLR Citizen space was the primary portal for feedback from the public during the consultation process. The responses received have been combined with the email feedbacks to compile the charts below

In summary the following preference was indicated as part of the feedback:

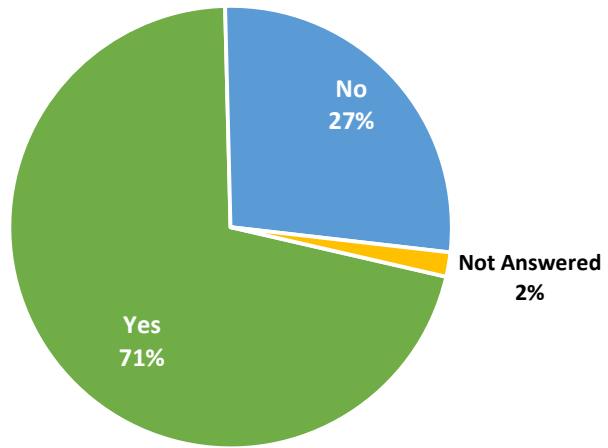
- 59% were in favour of the scheme proceeding as proposed
- 21% were in favour of the scheme proceeding but had comments / queries / suggestions
- 20% did not want the scheme to proceed citing several different reasons expanded below.

The overall response showed that the vast majority (80%) are in favour for the progression of this project.

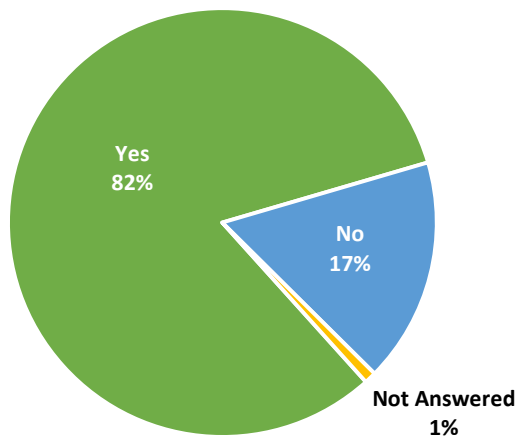


There was a wide recognition that the proposed scheme will contribute towards making a safer route for both pedestrians and cyclists.

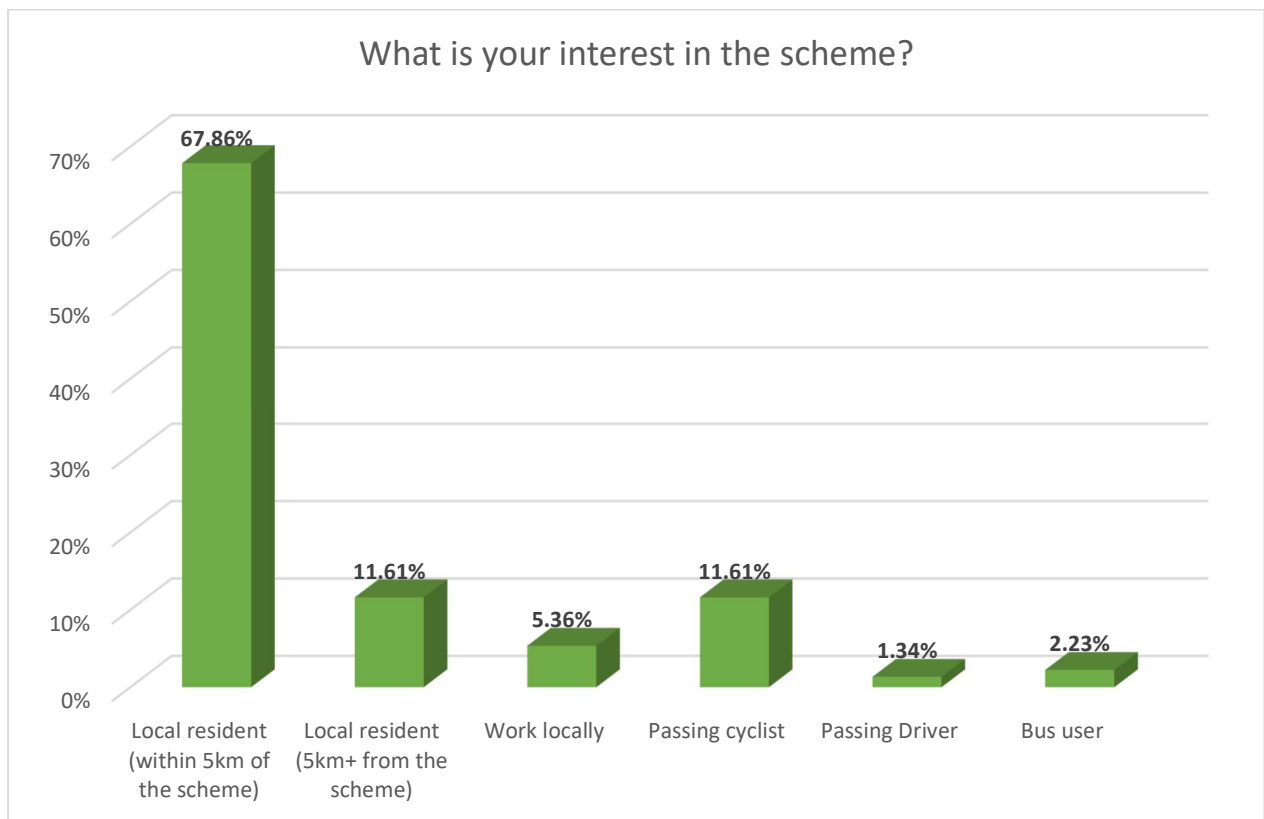
Do you think the proposed scheme will make the route safer for pedestrians?



Do you think the proposed scheme will make the route safer for cyclists?



The questionnaire also gave us the opportunity to state the nature of your interests in the scheme and how often did you visit the area from Blackrock Park to Trimleston Avenue.



### Detailed feedback received:

Various comments were received as part of the submissions. These are summarised and responded to in the table below. Please note that some submissions commented on issues outside of this scheme e.g. other projects, issues around enforcement etc. These did not relate to this project and have not been included.

	<b>Comment Received</b>	<b>Percentage of respondents</b>	<b>Number of times comment received</b>	<b>Response</b>
1	The scheme should be continued further into Dublin City Council Area	13.1%	34	Noted: The feedback from this consultation will be forwarded to Dublin City Council for their consideration.
2	This scheme will negatively impact vehicle queuing on the Rock Road	8.1%	21	This scheme proposes the reallocation of road space in favour of the more sustainable modes of transport e.g. buses. This will provide realistic and attractive alternatives for users and free up road space for those that choose to drive. The provision of bus lanes up to the stop line at junctions provides improved priority for the buses and allows them to get to the stop line without having to compete with vehicles. There is little opportunity to provide additional road capacity along this route and the existing space is being reallocated to improve facilities for all road users' pedestrians, cyclists, and public transport.
3	The scheme should be continued further towards Dún Laoghaire, N11, Booterstown Avenue and Trimleston Avenue	7.3%	19	Noted: The Bus Connects Belfield/Blackrock to City Centre CBC Scheme is proposing to update the facilities along the Rock Road from Booterstown Avenue to Temple Hill. We understand they are making their submission to An Board Pleanála in the coming weeks. The DLR and GDA Cycle Networks note Booterstown Avenue and Trimleston Ave as objectives and these will be considered in future schemes.
4	The laneway at the Blackrock Dart Station should be improved	5.4%	14	Noted: This is an objective of DLR, and we are currently working to resolve this issue.
5	Additional pedestrian crossings to join this route	4.2%	11	This scheme is approx. 400m long. There are signalised crossings at both ends. Providing a new crossing mid-way along the scheme e.g. near St Helen's Rd would require the bus stop layouts to be altered or result in a loss of parking. Noting that the distance to the signalised crossings is short, an additional signalised crossing would not add value to the scheme.
6	Provide cycle track of minimum 3m width	4.2%	11	As part of the detailed design, we will look to provide a cycle facility of a minimum of 3m.

7	Greater segregation between cyclists and pedestrians, and removal of shared spaces	3.5%	9	As part of the detailed design, we will review if greater horizontal segregation can be provided e.g. planting / greater segregation. We will also review the share space layout to minimise or remove shared spaces.
8	Entry / Exits from St Helens should not be reduced and the ability of two vehicles to exit simultaneously retained	3.1%	8	The proposed narrowing is to improve facilities for pedestrians crossing the road. Allowing two vehicles to exit side by side restricts visibility for both vehicles. St Helen's Rd is not a through road and the volume of vehicles is low. Removing the ability to exit side by side will not result in significant queuing.
9	Do not remove the left turn lane from Trimleston Avenue onto Rock Road	2.7%	7	It is not proposed to remove this turn as part of this scheme.
10	The cycle facility should be on the sea side of the Dart Line or in the Booterstown Marsh away from traffic	2.3%	6	The provision of a coastal walking and cycling route i.e. S2S is an objective of the County Development Plan. This route should be provided in addition to this route rather than instead of this route.
11	Greater priority should be provided for pedestrians and cyclists at traffic signals	2.3%	6	Noted: The proposed design seeks to minimise multistage crossings for pedestrians and cyclists, and provide additional crossings along desired lines.
12	Concern was expressed regarding the removal of the right turn lane into Merrion Gates	2.3%	6	This is outside of the scope of this scheme and is part of the road network controlled by the Dublin City Council.
13	Concerns were raised regarding the impact of these cycling facilities on pedestrians and accessibility citing that cyclists don't follow appropriate rules.	2.3%	6	At present, there are incidents of cyclists heading city bound from Blackrock Park who does not cross and use the cycle lane provided and instead cycle on the path on the seaside. Providing safe infrastructure on that side of the road would remove cyclists from the paths.
14	The proposed layout on Trimleston Avenue will cause increased queuing	1.9%	5	It is proposed to provide an additional pedestrian crossing on the city side of this junction. When the pedestrian phase is green all signals for vehicles will be red. There is no advantage to having a separate left-turn lane other than to provide stacking space for vehicles.
15	Do not remove the left turn lane from Rock Road into Trimleston	1.9%	5	It is not proposed to remove this turn as part of this scheme.



16	St Helens Road should be made one-way	1.5%	4	St Helen's Rd is approx. 700m long and is not a through road. If it was made one way, it would require every vehicle to pass every house in the loop. It may also result in increased vehicle speeds along the road which should be discouraged. A one-way system would reduce access options for residents but would not provide any real benefit.
17	Improving facilities for buses and cyclists will cause traffic disruption	1.2%	3	This scheme proposes the reallocation of road space in favour of the more sustainable modes of transport e.g. buses. This will provide realistic and attractive alternatives for users and free up road space for those that choose to drive. The provision of bus lanes up to the stop lines at junctions provides improved priority for the buses and allows them to get to the stop line without having to compete with vehicles. There is little opportunity to provide additional road capacity along this route and the existing space is being reallocated to improve facilities for pedestrians, cyclists, and public transport.
18	Hatched islands should be raised islands and planted, or the spaces provided to pedestrians	0.8%	2	Noted: This area will be reviewed as part of the detailed design.
19	Footways on side roads should have zebra crossings or be continuous paths	0.8%	2	The provision of zebra crossings on side roads would not be appropriate as they would require stop lines that would have to be placed on the main road. As part of the detailed design, we will look to provide continuous path facilities on side roads.
20	Retain the citybound cycle lane and make it parking-protected	0.8%	2	The Bus Connects Belfield/Blackrock to City Centre CBC Scheme is proposing to update the facilities along the Rock Road from Booterstown Avenue to Temple Hill. They are proposing a parking-protected cycle lane on the citybound side of the Road
21	It was queried if the scheme would affect the Booterstown Marsh	0.8%	2	It is not proposed to make any changes or impact on Booterstown Marsh.

22	The proposed scheme would not support commuter cyclists heading city bound or cyclists joining the route from the opposite side	0.8%	2	Citybound cyclists choosing to remain on the west side are facilitated within the bus lane. The provision of a segregated facility is to encourage new or less confident cyclists to use the route. Confident or more well-established cyclists can choose to continue the road.
23	Pedestrian crossings should be widened	0.8%	2	Noted: This will be considered as part of the detailed design.
24	Suggested that a dual carriageway should be developed from Dún Laoghaire to the Port Tunnel to alleviate the current congestion	0.8%	2	There is little opportunity to improve vehicular capacity along this route. It is Local and National policy to prioritise pedestrians, cyclists, and buses. The reallocation of road space in favour of the more sustainable modes of transport will provide realistic and attractive alternatives for users. This also frees up road space for those that choose to drive.
25	Make sure there is sufficient space for right turning cyclists (on and off the route) and improve access from side roads	0.8%	2	This will be reviewed as part of the detailed design.
26	Do not remove any parking on the Rock Road	0.8%	2	It is not proposed to remove any parking as part of this scheme.
27	Do not remove the right turn from Trimleston to Rock Road	0.8%	2	It is not proposed to remove this turn as part of this scheme.
28	The traffic light sequence at the junction of Trimleston and the Rock Road should be altered to allow more time for pedestrians, especially older people, and families to cross safely.	0.8%	2	Noted: The proposed crossings are single stage and sufficient time will be provided for users to cross.
29	Parking along the Rock Road should be removed to allow cycle lane on the west side of the road to be provided	0.8%	2	The Bus Connects Belfield/Blackrock to City Centre CBC Scheme is proposing to update the facilities along the Rock Road from Booterstown Avenue to Temple Hill. They are proposing a parking protected cycle lane on the citybound side of the Road that does not require the removal of the parking (which does provide a service to the adjacent homes).

30	It was queried if the scheme would affect the No. 4 and No. 46a bus routes	0.4%	1	The 46a is unaffected by this scheme. Greater bus priority is provided to the No. 4 bus.
31	Cyclists should have dedicated signalised crossings and not have to dismount	0.4%	1	Noted: It is not proposed to provide signalised crossings that would require cyclist to dismount.
32	Dedicated left turn lanes should be removed from bus lanes	0.4%	1	Noted: It is not proposed to provide dedicated left turn lanes within the bus lanes (but access across the bus lane to side roads is maintained).
33	The eastbound cycle lane at Trimleston should have priority over the westbound lane.	0.4%	1	Noted: This will be rectified in the detailed design.
34	Reduce the speed limit on the Rock Road to 30kph.	0.4%	1	A speed limit review of the County is currently underway. This comment will be forwarded to them for their consideration.
35	Land adjacent to the Rock Road should be CPO'd to avoid impacting the vehicles along the Rock Road	0.4%	1	The Booterstown Marsh is a special area of conservation. We would not support the view that it should be impacted upon to provide additional car capacity. Local and National policy is to provide priority to the more sustainable modes and to reallocate road space to provide facilities for these modes.
36	The scheme should be constructed with permanent materials not temporary kerbing.	0.4%	1	Noted: This will be considered as part of the detailed design.
37	Increase the amount of planting and trees	0.4%	1	Noted: This will be considered as part of the detailed design.
38	Queried if cyclists using the park are counted with the cycle counter	0.4%	1	Yes, cyclists in the park are counted but this is not displayed on the Counter on the Road.
39	Could a bike maintenance stand be provided at the entrance to Blackrock Park	0.4%	1	This will be considered as part of the detailed design.
40	Could bike stands be provided at the bus shelter opposite St Helens Road	0.4%	1	This will be included as part of the detailed design.

41	Footpaths should not be narrowed to facilitate this scheme	0.4%	1	It is not proposed to narrow any paths as part of this scheme.
42	The proposed island bus stop is not suitable for this road	0.4%	1	An island style bus stop allows for cyclists to pass behind the passenger waiting area. Alternative options where cyclists pass between the waiting area and the bus would result in additional pedestrian / cycle conflicts.
43	Do not remove the left turn lane from Booterstown Avenue onto Rock Road	0.4%	1	It is not proposed to remove this turn as part of this scheme.
44	Do not remove the right turn lane from the Rock Road onto Booterstown Avenue	0.4%	1	It is not proposed to remove this turn as part of this scheme.
45	Extend the yellow box at St Helens to both sides of the road	0.4%	1	This will be considered as part of the detailed design.
46	Remove the parking on Rock Road to improve visibility on side roads	0.4%	1	Visibility from side roads is in line with the required sight distance. It is not necessary to remove parking.
47	Raise the pedestrian crossing surfaces to the same level as the path	0.4%	1	This will be considered as part of the detailed design.
48	Do not make Booterstown Avenue one way	0.4%	1	It is not proposed to make Booterstown Avenue one way.
49	Difficult to exit St Helens to turn right. Could it be improved	0.4%	1	The carriageway arrangement is being narrowed for those exiting from St Helen's which will make the distance to cross to turn right shorter.
50	Heritage features should be protected and enhanced along the route e.g. Tram Posts, Gateways, mile markers	0.4%	1	Noted: We will engage with the Heritage Officer as part of the detailed design.

**Summary:**

The proposed scheme received strong support with several submissions making suggestions on how the scheme could be improved or expanded. As outline in the responses above these will be considered as part of the detailed design.

The National Transport Authority have confirmed funding to progress the scheme and construction could commence in summer 2022.

It is recommended that the scheme proceeds to detailed design and construction.

## Appendix A: List of those that made submissions

Aaron Moore	Colm Ryder	Gareth Little	Kevin Mangan	Paul Kelly
Ailish Young	Colm Walsh	George Callery	Kevin Ring	Paul McClatchie
Ailsa Lyons	Conor	Gerry Burke	Laoise Coady	Paul mcdonnell
Aislinn Hampson	Conor McGovern	Gerry O'Connor	Laura O'Farrell	Pauline Pierse
Alan Coholan	Séafra Ó Faoláin	Gillian Ridgway	Laura Quigley	Pearse Nolan
Alan Keegan	Conor McGowan	Gokdeniz Karadag	Leila DUNPHY	Peter Branigan
Alan Meates	Criona Brassill	Greg Kirker	Louis Carroll	Peter Browne
Aleksandra Lorek	Dan Coffey	Ian Bell	Louis O'Sullivan	Peter Fry
Andrew O'Malley	Daniel Burke	Ina Albrecht	Louise Hand	Phil Twomey
Andrew Sheil	Daniel Walsh	james coleman	Máire Lowry	Philip Daly
Andrew Sutton	Dara Carroll	James Hedderman	Majella Stack	Philip Halpenny
Andy Carr	Dara Ingoldsby	James Heney	Marcella Moran	Richard Joyce
Anna O sullivan	David Carroll	James Tedd	Margaret Jackson	Robert MacNicholas
Annajoy O'Gorman	David Healy	Janet Casey	Marie Gayer	Robert Tobin
Anne English	David Kernan	Jan-Hein van den Akker	Marielle Kelly	Robin Vance
Anthony Mckeon	David McNamara	Jean Andrews	Mark George	Roger Preston
Aoife McLysaght	David O'Keeffe	Jean Lane	Mark Heavey	Ronan
Barbara O' Mara	Declan Curley	Jennifer Dwyer	Mark Langton	Ronan Hickey
Barry Hickey	Declan McNabb	Jennifer Nolan	Mark Nagle	Ronan Quinn
Barry Lucey	Declan Oconnor	Jennifer O Dwyer	Mary Brennan	Rory Goodbody
Barry O'Neill	Declan O'Shanahan	Jennifer Stanbridge	Matthew Twomey	Rory Tierney
Beccy Breach	Deirdre O' Mahony	Jenny Collery	Maurice Mcgonagle	Ryan O'Hagan
Ben Harris	Derek Greene	Jenny McDonagh	Melinda	Santhosh
Bernadette Hogan	Donal O'Connor	Jim Monaghan	Meriel McClatchie	Sara O'Sullivan
Brian Feeney	Donnchadh Irish	Jimmy Delahunty	Michael Banim	Sarah Hynes
Brian Kelleher	Dr John Ging	Joan Sherlock	Michael Beakey	Sarah O'Donnell
Caoimhin Murphy	Dympna Gilligan	Joanna Campling	Michael Brassill	Seamus McGradle

Carlos Henriquez	Éanna Brennan	Joe Cullen	Michael Callanan	Sean Barry
Carmel and Breda Nicholson	Edmond Veale	Johanna O'SULLIVAN	Michael Fenton	Seán Osborne
Catherine Higgins	Eimear Byrne	John	Michele Moran	Sean Parkes
Catherine Weir	Elaine	John Bigley	Michelle Burke	Sean Smith
Cathy murphy	Ellie O'Donnell	John Collins	Mike Brennan	Shane Mitchell
Charles Radiguet	Emma Cahill	John Corry	Niall Fox	Sian O Sullivan
Chie McCarthy	Emma Clarke	John Cusack	Niall O'Farrell	Soren Thorvald
Chris	Enda Lowry	John Flynn	Niamh Healy	Stefanie Langer
Cian McKenna	Eoghan Clogher	John Foody	Niamh Nowlan	Stephanie c
Ciara Dillon	Eoin Ahern	John Murphy	Niamh Prendergast	Stephen Fraser
Ciara Scott	Eoin Bourke	John Nolan	Niels Warburton	Stephen Keegan
Ciaran o connor	Eoin -Clifford	John O' Connell	Noirin Ni Earcain	Stephen o'callaghan
Ciaran Potts	Eoin O'Cearbhaill	John O'Sullivan	Nuala Waldron	Stephen O' Halloran
Claire McManus	Eoin O'Kane	John O'Reily	Olga Panasyuk	Stephen Quinn
Claire Montgomery	Eoin Smith	Jordan Kerin	O'Neill Clare	Steven
Claire O'Reily	Erdal Sahin	Karl O' Connor	Orla Tunney	Susan
Clara Clark	Eric Downey	Kate	Paddy Benson	Suzanne Bakewell
Clare o Reill	Evan Hunt	Kate Ohanlon	Pat daly	Tabitha Wood
Clare O'Neill	Evelyn D' Arcy	Kathleen Hughes	Patricia O'Neill	Tadhg Leonard
Colin Boyle	Feargal O' Dubhghaill	Katia Papkovskaia	Patrick Bannon	Thomas Robertson
Colin Boyle	Fergal Costello	Keith	Patrick Cole	Tony Randles
Colin Pitrat	Fiona Cameron	Keith Byrne	Patrick Haugh	Una Burns
Colm Clarke	Francis van Steenberge	Kerri O'Connell	Paul Cloonan	Warren Feighery
Colm Ferrari	Frank Keegan	Kevin M	Paul Fox	Warren McAllister

## **Appendix B: Section 138 of the Local Government Act, 2001**

### **Background:**

Dún Laoghaire-Rathdown County Council, in conjunction with the National Transport Authority, is proposing sustainable transport improvements on the Rock Road between Blackrock Park and Trimleston Avenue.

### **Scheme Details:**

The scheme proposes to:

- Introduce a two-way cycle facility on the north side of the Rock Road from the entrance to Blackrock Park to the Trimleston Avenue junction
- Provide bus priority for outbound bus services at the Booterstown Avenue junction
- Alter traffic islands at the various junctions to improve road alignment and facilitate the introduction of the two-way cycle facility on the seaside
- Create an island style bus stop at bus stop 426
- Introduce a new pedestrian crossing at the Trimleston Avenue junction (northern arm of the junction)

Provide bus priority measures at the Trimleston Avenue junction

Notification under Section 138 of the Local Government Act, 2001

In accordance with Section 138 of the Local Government Act 2001, I am hereby notifying the members of the elected Council of the intention to proceed with the works to construct these active travel improvements on the Rock Road between Booterstown Avenue and Trimleston Avenue.

It is anticipated that works would commence in summer 2022 and take between 4-6 months to complete